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DEPT. OF TRANSPORTATION  
DOCKETS

2005 OCT 27 P 12: 35

Docket Management Facility  
U. S. Department of Transportation  
400 Seventh St., SW, Nassif Building Room PL-401  
Washington, D.C. 20590-0001

re: Docket Number FAA 2004 17005 - 12866

Dear Administrators,

I must register my strong opposition to the proposed rule which would make the Washington ADIZ permanent. I am a 2000 hour Commercial Pilot/Flight Instructor and part owner of a Flight School. I fly both for business and pleasure. The current ADIZ has affected my flying. I am discouraged from visiting the Washington D.C. area by the widely publicized experience of a few clumsy but innocent pilots.

If the permanent Washington ADIZ proposal is adopted, it will greatly impact VFR flying within an area that is far greater than the immediate 15 mile Flight Restricted Zone that protects our nation's capitol.

I question if there has been any evaluation of how the imposition of a permanent ADIZ would affect general aviation activity and the economy of the region. Aviation businesses and other small businesses that rely on the convenience, security and speed of general aviation have all been negatively affected by the temporary rule. A permanent ADIZ would only make that personal and economic hardship permanent without materially enhancing public safety.

Transportation Security Administration's have concluded that small aircraft do not pose a significant terrorist threat. No small aircraft has ever been used in a terrorist attack and it is unlikely that general aviation comprises a credible threat. I refer to the TSA Security Guidelines for General Aviation Airports - Information Publication A-001, page 4, "TSA has not taken a position that GA airports and aircraft are a threat, in and of themselves." Small aircraft are slow and unable to carry enough of a payload to do any real damage. An airplane cannot be simply parked in a public area and detonated remotely.

However, the best reason to oppose this proposal is that it validates the effectiveness of terrorism by hobbling public transportation and curtailing personal freedom. This proposal sends a clear message to the terrorists and everyone else that their actions are working - that they are limiting our freedom and changing our way of life.

Yours truly,



Nancy Ahlers, CFI  
Director of Operations, Sky Blue Aviation KMMU

October 19, 2005

US Department of Transportation  
400 Seventh Street, SW,  
Nassif Building, Room PL-401,  
Washington, DC 20590-0001

Docket Management Facility  
Docket FAA-2004-17005

Gentleman,

I am a commercial rated pilot and owner of a two engine aircraft used for business and pleasure mostly in the Western United States.

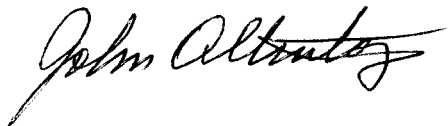
I was recently informed that the FAA is proposing to make the temporary Class B security restrictions at Washington DC permanent, under Docket FAA2004-17005.

As you may be aware, since 911, no general aviation aircraft has ever been used in a terrorist attack or terrorist related act.

I am in favor of protecting our air space, but Docket FAA2004-17005 is not the solution. It imposes major burdens on us pilots, and the air traffic system that is already overburdened. The additional costs of fuel used for the restriction delays while flying, not to mention the detrimental economic effect on the businesses in the covered areas are also negative factors to be considered.

I urge you not to support Docket FAA2004-17005.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "John Altintop". The signature is stylized with a large, sweeping initial "J" and a cursive "Altintop".

John Altintop

# *B. & A. Engineers, Inc.*

CONSULTING ENGINEERS AND SURVEYORS  
5505 W. Franklin Road  
Boise, Idaho 83705-1055  
Telephone - (208) 343-3381 • Fax (208) 342-5792

*October 18, 2005*

Docket FAA-2004-17005  
Docket management Facility  
U.S. Department of Transportation  
400 Seventh Street  
S. W. Nassif Building, Room PL-401  
Washington, DC 20590-0001

Dear Sirs:

Re: Official Document No. FAA-2004-17005  
ADIZ Areas Creation

I wish to protest the creation of permanent ADIZ Areas.

I am a consulting civil engineer in the firm of B & A Engineers, Inc., 5505 West Franklin Road, Boise, Idaho 83705-1055, which has been in the engineering business since 1921. During the past 57 years, I have performed all phases of planning and construction of many Idaho airports along with the municipal engineering projects that I have been involved in during the same time span.

Since 1960 I have used my own personal airplane as a means of transportation in traveling to my various jobs throughout Idaho and our neighboring states. I am still flying and my airplane is in a hangar at the Boise Municipal Airport

I am presently Vice President of the Idaho Aviation hall of Fame (IAHOF) and the Idaho Aviation Museum (IAA, which is getting ready to build an aviation museum on a 23 acre site presently leased from the Boise Airport.

The establishment of an ADIZ zone affects every flying private pilot in the ADIZ area. The ADIZ zone established for a day or two at a time, even on an infrequent basis, is an inconvenience and results in some loss of income.

However an ADIZ zone established permanently will shut down the general aviation fleet, the airports and practically every involved industry and person in the area. This could be worse than the New Orleans flood in its effects on people in the ADIZ zone, if conducted on a permanent basis.

You have undoubtedly heard many of the stories of individual and corporate hardship endured by people in the ADIZ temporary areas. These hardships will be multiplied many times in a permanent ADIZ area.

The Washington DC ADIZ is operationally unworkable and imposes major burdens on pilots and air traffic controllers, with infinitesimal security benefits. It must NOT be made permanent. The present zone is an infantile effort to protect flying in a sizeable area.

No general aviation aircraft has never been used in a terrorist attack. A weight of up to 3,000 pounds and up to 80 gallons of fuel does not equate to the power and destruction of 100,000 to 500,000 pounds of weight and thousands of gallons of fuel, plus speeds up to 500 miles per hour, versus 100 to 200 miles per hour in a general aviation aircraft.

Our government has determined that not a single ADIZ violation was terrorist related. This should suggest to you that terrorists do not consider general aviation aircraft capable of carrying the mass destruction they wish to create.

It is my opinion that the present 15 mile FRZ in the Washington DC area can be conducted safely without all of the restrictions imposed on general aviation flying near to this area. It has been proven to date that every airplane flying into this area has been intercepted before it reached a critical area.

The proposed rule is not properly stated because there is not adequate review and analysis of the impacts on aviation. The analysis of alternatives is not in enough detail to be understandable to yourself, or to the public.

Very truly yours,



Carlyle W. Briggs, PE/LS/FACEC  
V. P., Chief Engineer

cc: Congress Delegates: Larry Craig and Michael D. Crapo  
U.S. Senate  
Washington, DC 20515

Michael K. Simpson and Vern Otter  
U.S. House of Representatives  
Washington, DC 20515-1202

AOPA, Phil Boyer  
421 Aviation Way  
Frederick, MD 21701

October 20, 2005

United States Department of Transportation  
400 Seventh Street, SW  
Nassif Building, Room PL-401  
Washington, D.C. 20590-0001

Regarding docket FAA-2004-17005 and proposal to make Washington ADIZ permanent.

To Whom It May Concern:

I am opposed to the proposal (Docket: FAA-2004-17005) that would make the Washington Air Defense Identification Zone a permanent fixture in America's airspace. Needless to say, the protection of our national capital from the barbarians that seek to destroy us is extremely vital. But designating an enormous chunk of airspace an ADIZ to help further this mission of national security is uncalled-for.

Since I earned my private pilot license in 2001 I have only logged approximately 100 hours. But in the future, when I have the means, I plan to build immensely on my training. The freedom to fly is one of the greatest freedoms citizens of our country possess, and this freedom contributes vitally to the national economy and the quality of life Americans enjoy. Choking this freedom with endless and excessive federal regulations is irresponsible and detrimental to the aviation industry.

Pilots in the Land of the Free must abide by countless rules in order to obtain and then utilize a pilot license. New permanent, complicated, and crippling airspace restrictions are the last thing general aviation pilots need to see. Not a single pilot who has breached Washington's current ADIZ has posed a real threat to anything or anybody. The government's harassment of numerous pilots and its discouragement of many others to take flight are all the Washington airspace regulations have accomplished.

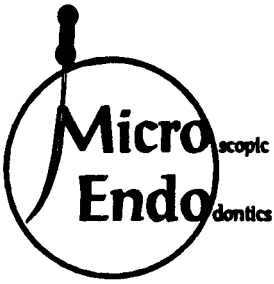
When does the lawmaking cease? There is always one more thing that a bureaucracy can do to make us "safer". The ADIZ does not make anybody safer, but merely gives people the impression that they are somehow immune from a terrorist attack. Do FAA officials actually think that yet another new arbitrary rule will deter a lunatic from committing a horrific terrorist act?

The federal government needs to concentrate its efforts on killing and keeping out of our country those who wish us harm. The FAA, in particular, needs to make sure that dangerous maniacs who seek to use an airplane as a weapon do not obtain pilot licenses or board airplanes. Many "security" regulations imposed not only on general aviation but also on the rest of the aviation industry since the terrorist attacks of September 11, 2001, have been nothing more than ridiculous measures to help make busy-body, do-gooder bureaucrats feel warm and fuzzy inside. This endless construction of regulations under the guise of "safety" is utterly reckless.

Thank you for your time,

A handwritten signature in black ink, reading "Lucas Chenoweth Burns". The signature is fluid and cursive, with the first name "Lucas" being the most prominent.

Lucas Chenoweth Burns  
P.O. Box 223254  
Princeville, HI 96722



Daniel H. Flanders, D.D.S., M.S.  
Practice Limited to Endodontics

1339 Union Street  
Schenectady, New York 12308  
(518) 372-6000 Fax: 372-6027

October 17, 2005

Docket Management Facility  
U.S. Department of Transportation  
400 Seventh St. SW  
Washington, D.C. 20590

Re: Docket Number: FAA-2004-17005

Dear FAA:

I am a Commercial Pilot and Certified Flight Instructor with over 3000 flight hours, and fly over 100 hours per year. I am an aircraft owner, use my airplane for business and personal transportation, and I am very much opposed to the proposed ADIZ in the Washington, D.C. area. I fly there frequently to visit my daughter, and this restriction is prohibitive to VFR flight.

I feel this ADIZ is unworkable and too complicated for both pilots and air traffic controllers, and offers no security benefits because general aviation has NEVER been a threat to this country from terrorists!

I am therefore opposed to the establishment of ADIZ restrictions anywhere. If the FAA is doing this in response to political pressures, please be advised that this letter will be sent to my Senators and Representative as well. I feel this is a "chicken little" reaction to a problem that doesn't really exist. The sky is not falling, and we should stop acting like a paranoid nation.

I trust you will seriously consider my comments and do me the honor of a reply. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Daniel H. Flanders". The signature is fluid and cursive, with a large, sweeping initial "D" and "F".

Daniel H. Flanders, D.D.S.

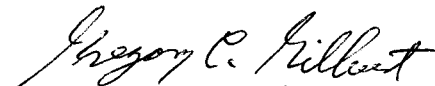
4717 Lunow Dr.  
Oklahoma City, OK 73135  
18 October 2005

US Department of Transportation  
400 Seventh Street, SW,  
Nassif Building, Room PL-401,  
Washington, D.C. 20590-001  
Re: RIN 2120-AI17

Dear Sir:

I strongly oppose your proposal to eliminate 2000 square miles of airspace around Washington D.C. from General Aviation use while allowing all other aircraft access. General Aviation is the only category of aircraft that has never been involved in a terrorist attack. Why ban only General Aviation from such a huge area. It makes no sense. You would rather take away the rights of law-abiding citizens and treat them as criminals than take actions that would really affect the safety of our nation's capital, but inconvenience a few people, such as: 1. Restrict all civilian aircraft over a much smaller area over the Capital. 2. Close Washington National Airport. 3. Restrict all truck traffic into the Capital and require mandatory inspections. 4. Create checkpoints and ID checks and random checks of all other vehicles. I sent a letter to Senator Inhofe on the day after 9-11 with three recommendations to improve aircraft safety and security: 1. Arm the Pilots. 2. Re-enforce the cockpit door. 3. Install closed circuit TV so that the crew can see what is going on anywhere in the aircraft from the security of their crew station. Congress has passed legislation to implement No.1 on both passenger and cargo aircraft, and No.2 has been accomplished to some extent. But you people at DOT have stood in the way of implementing No.1 even though it is an inexpensive, common sense approach to aircraft security, and the will of Congress. I saw the news today that the first private jet since 9-11 was allowed to land at National, but only after full security checks on all the passengers and an armed policeman on board. What are you thinking? It's Islamic Jihad, people. Almost every terrorist act in the last 20 years has been perpetrated by Islamic males between ages 14 to 40. These are foreign nations, not citizens. You are using the acts of foreign nationals as an excuse to take away the rights of American Citizens. This is a serious abuse of power. I will be forwarding this letter and others to my Senators and Congressman urging them to pass further legislation that will direct you along a more productive path and away from further abuse of power.

Most sincerely,

  
Gregory C. Gilbert

cc: Senator Inhofe  
Senator Coburn  
Rep. Istook

October 20, 2005

Docket FAA-2004-17005  
Docket Management Facility  
U.S. Department of Transportation  
400 Seventh Street, SW  
Nassif Building, Room 401  
Washington, DC 20590-0001

To Whom It May Concern:

I am writing in opposition to the proposed Washington, DC area ADIZ being made permanent (Docket Number FAA-2004-17005).


I am a 3000 hour instrument rated private pilot and owner of a four seat private plane. I use my airplane for general transportation, approximately 125 hours per year. I have frequent experience in class B airspace (Phoenix and Seattle). I have also experienced flying in airspace similar to the proposed permanent ADIZ for Washington, DC when the president visits an area. It doesn't work very well and is actually more unsafe because of the increased pilot and controller work load. Class B airspace offers the same protection without the ADIZ problems.

Making the Washington, DC ADIZ permanent places undue burden on controller, pilots with minimal security benefits.

The probability of a general aviation aircraft being used in a terrorist attack is remote and no violations of the current ADIZ have been terror related. Aircraft with sufficient energy to inflict significant damage does not include small propeller driven aircraft. These should now be excluded from the current ADIZ while experimenting with including progressively larger aircraft from this zone.

The present ADIZ does not protect the Capital from a determined suicidal terrorist, but does inflict considerable operational and economic penalty. .

Thank you for your consideration,

  
Hal H. Hunt  
789 Clay St.  
Walla Walla, WA 99362



**William John Keating**

**Bill Keating**  
2085 Grand Ave. #201  
St. Paul, MN 55105

Phone: 651. 592-8655  
Email: [wjkeating@comcast.edu](mailto:wjkeating@comcast.edu)

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Docket FAA-2004-17005  
Docket Management Facility  
U.S. Department of Transportation  
400 Seventh Street  
SW, Nassif Building, Room PL-401  
Washington, D.C. 20590-0001

**Docket #      FAA-2004-17005**

Dear FAA,

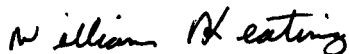
I am a private pilot located in St. Paul, Minnesota. I have an instrument rating and 250 total hours of flying time. I fly once a month through a rental provider.

I am writing to let you know I oppose your proposal to make the ADIZ in Washington, DC permanent. This move would unfairly burden general aviation, given no general aviation aircraft has ever been used in a terrorist attack.

A better approach would be to maintain the current 15-mile Flight Restricted Zone, but not subject lighter aircraft flying at slower speeds to the ADIZ requirements.

Thank you for your consideration.

Sincerely,



William Keating

CC:  
The Honorable Mark Dayton  
The Honorable Norm Coleman  
The Honorable Betty McCollum

**KEMP ENGINEERING COMPANY**  
**JACKSONVILLE, FLORIDA 32247**

October 19, 2005

Docket FAA-2004-17005  
Docket Management Facility  
U.S. Department of Transportation  
400 Seventh Street, SW  
Nassif Building, Room PL-401  
Washington, DC 20590-0001

RE: Docket FAA-2004-17005

To Whom It May Concern:

The writer has been piloting personally-owned aircraft sine 1941 without any violations or accidents in many thousands of hours of flight. Also, we have continually used company-owned aircraft for many years (since 1943) and thousands of flight hours in both VFR and IFR conditions.

None of our executive or engineering employees will now fly on the commercial airlines due to almost being "strip-searched" when trying to board and the loss of business time has been very costly and unpleasant.

Your existing regulations have almost cost the airlines most of their higher paying business, and in my opinion, as well as that of two (2) of my son-in-laws (United States Air Marshals) with very little addition to flight security.

The entire aviation industry has been damaged greatly due to all these well meant, but useless restrictive regulations, and the national economy has also suffered much. Regulations of this type you are promoting will do little good and not even be considered!

Homeland Security and F.E.M.A.'s operations, over the last few months, have cost millions and accomplished little good.

Very truly yours,

A handwritten signature in black ink that reads "Richard R. Kemp". The signature is written in a cursive, flowing style with a large initial 'R'.

Richard Kemp  
President

*Law Offices of*

LOUIS KIEFER

21 OAK STREET, SUITE 310  
HARTFORD, CT 06106-8002

LOUIS KIEFER  
ADMITTED IN CT, NY, MA  
LKiefer1@hotmail.com

October 19, 2005

TEL NO. (860) 249-3600  
FAX NO. (860) 520-4858

FAA 2004 -17005  
Docket Management Facility  
U.s. Department of Transportation  
400 Seventh Street, SW  
Nassif Building, Room PL-401  
Washington, DC 20590-0001

Re: ADIZ Washington, D.C. Area

Gentlemen:

I own a Volkswagen. It sits four, including the driver. I also own a Cessna 172. It sits four, including the pilot. The Volkswagen has a little more room and can be driven by anyone. Can't say the same for the Cessna.

For some reason, known only to those who are either hysterical in their assessment of risk, or are incapable to rational thought, the FAA is considering putting strict flying restrictions on the Cessna – but not on the Volkswagen. In a sense the Volkswagen can be loaded with explosives, driven into the city, and cause more damage than the Cessna. Yet the government intends to restrict the use of the plane but not the car.

If history be a judge, the hi-jacketed planes of 9-11-01 would still be permitted to penetrate the DC Class B Security airspace – at least in so far as having a flight plan on file, and a discrete transponder code. So, the FAA proposal would not stop airliners from doing damage but would stop small planes from entering Class B airspace. Perhaps someone can explain the advantage

Perhaps we should exclude all Ryder Trucks from the Class B airspace or the terrain underlying the airspace. After all, it was used in Oklahoma City causing more damage than could be caused by either my Volkswagen or my Cessna.

I am a instrument rated pilot with over a 1000 hours as pilot in command. I use my plane for pleasure, business, and occasionally for medical consultations. You might know that John Hopkins, a hospital of world regard, is located in Baltimore which is located within the proposed ADIZ.

Post Office Box 1351  
South Pasadena, CA 91031  
18 October, 2005

**Docket FAA 2004-17005**

Docket Mgt Facility  
US Dept of Transportation  
400 Seventh Street, SW,  
Nassif Building, Room PL-401  
Washington, DC 20590-001

Ladies and Gentlemen:

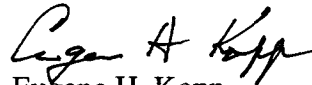
I am a pilot and aircraft owner, pilot certificate 078246630, with about 2700 hours of Pilot-In-Command time. I fly primarily for recreation, although I am also Certified as a Flight Instructor and do some instructing. I log about 125 hours each year. Although based on the West Coast, I have flown in the Washington DC area a few times in past years.

I wish to express **my strong disagreement** with any attempt to make the **Washington area ADIZ permanent**. My base airport is just outside of the LAX Class B airspace but is well within the 30 nm "veil," and I remember only too well how restricted we were following the tragic events of 9-11. Some restrictions are, of course, necessary, but the Washington ADIZ is unnecessarily large, unnecessarily restrictive, and places a major workload on ATC (aircraft traffic controllers) and on general aviation pilots.

The Administrator should favorably consider the recommendations of the Aircraft Owners and Pilots Association (AOPA) on how to protect the Washington DC area without unnecessary requirements on small general aviation aircraft.

Thank you for your attention.

Sincerely,

  
Eugene H. Kopp

Cc: Honorable Dianne Feinstein  
Honorably Barbara Boxer  
Honorably Adam B. Schiff  
AOPA



**AAVIATION**  
LIMITED LIABILITY COMPANY



10-18-05

Dear fellow Americans of the FAA,

My name is Andrew Landis. I am a commercial pilot concerned and opposed to the proposed permanent ADIZ around the DC area. **(Docket number FAA-2004-17005)** I own a small single engine airplane and a Part 135 charter operation with that airplane. My Air Carrier certificate number is L18A224L. I'm sure at this time you have all heard many facts condemning the effectiveness of the current temporary ADIZ around the DC area in this country's war on terrorism. I want to offer my praise on a past performance and my opinion on resolving this current issue.

Praise first.  
New York!

The fact that I can fly proudly up the Hudson River VFR flyway at 1,000 feet msl and show my fellow American passengers such a meaningful view of this wonderful land is a true testament to what this country is all about. This country is much more than all that is held within our borders. Since the days of our forefathers, we have been an example to the world.


Resolution.  
DC!

**Our war is on terrorism and those who commit it.** We are a very intelligent and resourceful country. The temporary ADIZ around critical areas made sense at the time. Our President has led an effective assault and addressed the cause of the initial problem and continues to do so. **The burden of the ADIZ around the DC area on all citizens now exceeds the value of it in fighting terrorism.** Let's re-open those internal airspace borders and maximize those freedoms for which our fellow citizens died.

Let's continue to lead the world by showing what we really are!

**Brave, Free, and O so Beautiful for Spacious Skies.**

Thanks for you help,



Andrew Landis

October 20, 2005

To: FAA

Senators Grassley and Harkin

Representatives King and Latham

Re: Washington, DC ADIZ

From: Thomas J. McClinton

529 College

Storm Lake, IA 50588

Dear Decision Makers:

I have held a general aviation single engine land pilot certificate with an instrument endorsement for 22 years. I have been actively flying for the past 10 years with approximately 800 total hours. My wife and I own a Cherokee Archer N43586 a PA 28-180. I fly approximately 100 hours a year about 1/3 of it for business purposes.

In my first life, I spent 18 years in public education, most of that as a school administrator; i.e. superintendent of schools. I have been involved in the "policy development" side. Our constituents occasionally accused "we policy makers" of "throwing the baby out with the bath water." Rules many times penalized ALL students for the misbehavior of a few!

In my perception, this is exactly what you're doing with ADIZ's, FRZ's, and TFR's. First, I respect your desires to keep the country safe from terrorists. So let's do some reasoning here; whom am I going to hurt with a 3000 lb aircraft loaded with 50 gallons of AV Gas beside myself and passengers if aboard? So now you want me to fly around all of these "special" areas that you create on the **possibility** that I'm going to have a major impact by crashing and burning. That's ludicrous and you know it, but it makes it look like you are doing something to the uninformed general public. So, if general aviation aircraft are potential lethal weapons; I would like to suggest you develop ADIZ's, FRZ's, and TFR's for trucks. Now you don't have to be an engineer to know that a semi-tanker can carry some serious explosives (Oklahoma City was a small rental truck not even a semi). Why haven't you considered this greater potential danger? Because you know it would cripple the economy by not being able to deliver goods and services directly to the door. You are doing the same thing to small businesses that rely upon general aviation aircraft to conduct business! The economic impact is greater than you think when you are flying around restricted areas burning \$4 gallon AV Gas not mentioning the economic impact of time. We who fly general aviation aircraft for business are restricted enough by weather without the Feds placing "NO FLY" restrictions through-out the country. There are better ideas for security of general aviation aircraft than "NO FLY" restrictions and I encourage you to use them.

A handwritten signature in black ink, appearing to read "Thomas J. McClinton". The signature is fluid and cursive, with the first name "Thomas" and last name "McClinton" clearly distinguishable.



October 20, 2005

Docket FAA-2004-17005  
Docket Management Facility  
U.S. Department of Transportation  
400 Seventh Street SW  
Nassif Building Room PL-401  
Washington, DC 20590-0001

Dear FAA:

I am an instrument rated pilot of long standing with 2000+ hours plus time. I fly a turbo Seneca II for personal and family travel.

I am based at ENW – Kenosha, Wisconsin, and have been impacted by the restrictions imposed on all my travel south and east, toward and around Chicago since September 11. It has been expensive in delays, re-routes, and frustrations when held up against the many efficient years of navigation before these imposed practices and restrictions.

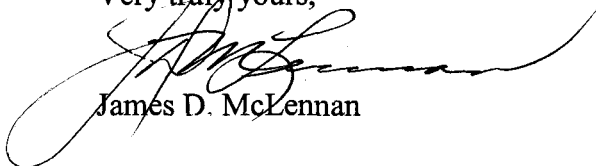
We have family in Northern Virginia and wish to access them by use of my Seneca II. What is proposed for Washington (ADIZ) is unworkable and transfers unthinkable burdens onto the use and function of the air system.

As general aviation owners and operators, we are NOT the problem and our equipment has never been part of a terrorist attack.

A fifteen mile flight zone with two-way communications and assigned codes are all that is necessary. Please do not go past this and bring un-necessary burden to everyone.

The proposed rule is flawed and should be dropped. Let's work to find a better solution and alternative.

Very truly yours,



James D. McLennan



Docket Management Facility  
U. S. Department of Transportation  
400 Seventh St., SW, Nassif Building Room PL-401  
Washington, D.C. 20590-0001

re: Docket Number FAA 2004 17005

Dear Sirs,

Please note my strong opposition to this proposed rule to make the Washington Air Defense Interception Zone (ADIZ) permanent. I am a 7000 hour Airline Transport Pilot and part owner of an airplane. My airplane is flown for both business and pleasure. The current ADIZ has severely hampered my access to the Washington D.C. area.

If the permanent Washington ADIZ proposal is adopted, it will greatly impact all flying within an area that is far greater than the immediate 15 mile Flight Restricted Zone that is intended to protect our nation's capitol. (The necessity and effectiveness of this zone is highly debatable.)

Where is the evaluation of the effect that a permanent ADIZ would have on general aviation activity and the economy of the region? Aviation businesses and other small businesses that rely on the convenience, security and speed of general aviation have all been negatively affected by the temporary rule. A permanent ADIZ would make that personal and economic hardship permanent without materially enhancing public safety.

No small aircraft has ever been used in a terrorist attack and it is unlikely that general aviation comprises a credible threat. Even the Transportation Security Administration concluded that small aircraft do not pose a significant terrorist threat. Please see the *TSA Security Guidelines for General Aviation Airports* - Information Publication A-001, page 4, "TSA has not taken a position that GA airports and aircraft are a threat, in and of themselves." Small aircraft are slow and unable to carry enough of a payload to do any real damage. Unlike an ordinary motor vehicle, an airplane cannot be simply parked in a shopping mall and detonated remotely.

Finally, the best reason to oppose this proposal is that its enactment would validate the effectiveness of terrorism by hobbling public transportation and curtailing personal freedom. Adoption of this proposal would send a clear message to the terrorists and the world that their actions are working: They are limiting our freedom and changing our way of life.

Yours truly,

A handwritten signature in black ink, appearing to read 'W. Timothy McSwain', with a long horizontal flourish extending to the right.

W. Timothy McSwain





## **Carolina Cardiology Consultants, P.A.**

*Cardiovascular Diseases*

### ***Non-Interventional Cardiology***

Willard L. Kennedy, M.D., F.A.C.C.\*

William J. Parsons, M.D., F.A.C.C., F.A.C.P.\*

\* Board Certified in Nuclear Cardiology and Echocardiography

3324 Six Forks Road  
Raleigh, North Carolina 27609

Office - (919) 781-7772

Fax - (919) 787-6331

### ***Interventional Cardiology***

James E. Nutt, M.D., F.A.C.C.

Jack W. Noneman, Jr., M.D., F.A.C.C., F.S.C.A.I.

John S. Kelley, M.D., F.A.C.C.

Deepak Pasi, M.D., F.R.C.P., F.A.C.C., F.S.C.A.I.

511 Ruin Creek Road, Suite 107  
Henderson, North Carolina 27536

Office - (252) 438-2426

Fax - (252) 438-8085

### ***Interventional Cardiology and Peripheral Vascular Intervention***

Mohit Pasi, M.D., F.A.C.C., F.S.C.A.I.\*

\* Board Certified in Interventional and Nuclear Cardiology

### ***Cardiac Electrophysiology***

J. Mark Englehardt, M.D.

George L. Hamrick, Jr., M.D.

October 21, 2005

Docket FAA-2004-17005  
Docket Management Facility  
U.S. Department of Transportation  
400 Seventh Street, SW  
Nassif Building, Room PL-401  
Washington, DC 20590-0001

RE: The Washington Area ADIZ

Dear Sir:

I am a private pilot with a Third Class certificate with over 1,000 total hours of flying, averaging 100 to 125 hours annually. I own a Cessna Skylane 182, N81CM. I use this aircraft to travel for personal recreation and occasional business. I am also an aviation medical examiner.

I come to the Washington, DC area for occasional seminars and to enjoy our nation's history and culture through the various museums at the Smithsonian and other attractions in that area. General aviation travel provides the opportunity to avoid traffic congestion and at least in your area that makes flying a safer mode of transportation. It also allows me to spend a longer time in the Washington, DC area.

Like everyone else, I am concerned about national security in view of the events of 9/11/2000 and our subsequent involvement in the war in Iraq. However, this is a plea for reason and logic in determining what is needed for national security. I feel that making the Washington, DC area ADIZ permanent is an example of overkill, imposing unnecessary restrictions for very little benefit.

Please note that using general aviation aircraft for terrorist strikes just is not a good tool. The aircraft we fly is simply not capable of delivering enough destructive power to be worthwhile for a terrorist attack. For example, a few years ago in Florida a young man committed suicide by flying his airplane into a bank building; the building was hardly scratched, though the airplane was demolished.

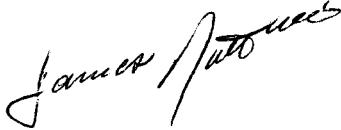
The Washington Area ADIZ  
October 21, 2005  
Page 2

Inappropriate fear of terrorism is causing a loss of freedoms. This means that the terrorists are succeeding because of our own fear. That fear is allowing our own government to impose rules which will take away the very freedoms and way of life that has made America great and is the very foundation of our existence. That means that the terrorists will win because we are afraid.

The current temporary ADIZ has had a significant impact on the economy of the area there and has already placed severe restrictions upon pilots and businesses that use aviation. It is doubtful that a sufficient analysis of the economic and operational impact of a permanent ADIZ has been made.

This letter is a plea to use reason and logic, not fear in making decisions. Please do not make the Washington, DC area ADIZ permanent.

Sincerely,

A handwritten signature in black ink, appearing to read "James E. Nutt". The signature is written in a cursive, flowing style.

James E. Nutt, M.D.

JEN/pcp

**2574 Sixth Avenue  
Sweetwater, NJ 08037  
October 14, 2005**

**RE: FAA Docket Number 2004-17005**

**Federal Aviation Administration  
800 Independence Avenue, S.W.  
Washington, DC 20591**

**To Whom It May Concern:**

**I would like to oppose the Federal Aviation Administration's proposal to make the ADIZ around Washington, DC permanent. I am an 1100-hour instrument rated private pilot residing in New Jersey, who owns a Piper Arrow. My wife is a 4000-hour pilot, and we regularly use our plane to commute to a second residence in North Carolina.**

**We have witnessed the ridiculous over reaction to light aircraft flying under visual flight rules being intercepted by F-16's in the ADIZ Zone, and the resulting adverse publicity towards the general aviation community. Many places we used to fly to in the Washington ADIZ zone area such as Martin State in Baltimore, Bay Bridge in Stevensville, MD, and College Park Maryland airports, we no longer frequent these areas due to the resulting hassle of getting a discrete transponder code on the ground after filing a flight plan. We realize that College Park isn't even accessible to us unless a very involved background check is completed.**

**Our airport N-81 Hammonton, NJ does not have a remote transmitter so that we can communicate with Atlantic City Approach/departure while on the ground. This makes launching VFR impossible to the Washington ADIZ Zone airports. Especially, when President Bush decides to travel into our area as he did in the last few years over 40 times. Has anyone considered the lack of commerce that could be going on every time we are restricted from flying either for pleasure or doing commerce type flights?**

**I cannot over emphasize that these security restrictions against general aviation aircraft need to be rethought. No Cessna 152 brought down the World Trade Center. I am a U.S. Citizen born here as well as a U.S. Air Force veteran. No one of my background initiated the 9/11 attacks.**

**If the Ryder Truck, which was first used to bomb the World Trade Center were more successful would all the knee jerk politicians and bureaucrats have not allowed trucks into the Washington, DC area encompassing the present expanse of this ADIZ Zone area four years later?**

13465 Decoteau Road  
Gonzales, Louisiana 70737

October 19, 2005

Docket FAA-2004-17005  
Docket Management Facility  
U.S. Department of Transportation  
400 Seventh Street, SW  
Nassif Building, Room PL-401  
Washington, DC 20590-0001

Ref: Official Docket Number: **FAA-2004-17005**

Sirs:

I write to comment upon the referenced docket number FAA-2004-17005, the proposed rule to make the Washington, DC area ADIZ permanent.

I am a general aviation pilot, flying VFR only, having earned my Private Pilot's license in 1969. For a few years I owned an airplane, a beautiful 1948 Luscombe 8E, built before I was born, but sold it due to the priorities of job and family. Around 1975 I stopped flying altogether, but didn't stop dreaming about flying, or about some day owning another airplane.

In 1998 I decided to become active in flying again, in order to get prepared for what I hoped would be a retirement full of grass-roots aviation, leisurely cross-country trips to see America from the air, and the joy of sharing the experience with my wife, side-by-side at 1500 feet. It didn't take long to prepare for my first-ever biennial check ride, including learning all about the "new" airspace rules. The new rules, I thought, were reasonable, and necessary. Since then I've been renting airplanes at my local airport, logging about 30 to 40 hours per year, and getting ready to acquire my own airplane when I retire late next year.

However, 9/11, and the flight restrictions we've all witnessed since, show me just how tenuous my grasp is on that lifelong retirement dream. Where I once enjoyed the freedom to fly my small plane just about anywhere and anytime I wished, within the framework of reasonable rules and regulations, now my right to travel by air is unpredictable, revocable at a moment's notice.

The turning point, of course, was the tragedy of 9/11. I just had returned from ferrying a Cessna 150 for a friend, from it's previous home out west, to my local airport in Gonzales, Louisiana. If I had delayed that trip just a few days, I might have ended up stuck at some small airport in west Texas, without a way home, and in need of finding a temporary home for my friend's new plane. All that, just because a two-seat, trainer aircraft, with a very small useful load, was perceived to be a serious threat to national security.

John M. Pultan  
411A Meadowbrook Rd.  
Levelgreen, PA 15085

October 19, 2005

Docket FAA-2004-17005  
Docket Management Facility  
US Dept. of Transportation  
400 Seventh Street, SW - Nassif Bldg  
Room PL-401  
Washington, DC 20590-0001

RE: Official Docket Number FAA-2004-17005

To Whom It May Concern:

It has come to my attention the FAA has issued a Notice of Proposed Rulemaking that will make the temporary flight restrictions surrounding the Washington, DC area permanent.

As a student pilot, I frequently utilize the Manassas and Gaithersburg airports for flight training purposes and future anticipated business destinations. Currently, I must attain a transponder code for every flight through the area flight service station. I have experienced numerous delays as well as confusing vectors and instructions that are apparently caused by an overloaded traffic control system.

Obviously, the current ADIZ is operationally unworkable and opposes unrealistic burdens on both pilots and air traffic controllers particularly for general aviation aircraft. General aviation aircraft has never been used for a terrorist attack nor has there ever been an ADIZ violation that was terrorist related.

Protecting the Washington, DC area can be achieved with the existing requirements for the 15 mile flight restricted zone. But lighter aircraft flying at lower speed, should not be subject to the current ADIZ requirements, for filing a flight plan, obtaining a unique transponder code and maintaining 2-way communications with air traffic control.

The proposed rule is a knee-jerk reaction to a problem that has minimal security benefits while complicating an already burdensome process. The FAA has not properly evaluated the operational and economical impacts this rule would have, particularly for that of general aviation aircraft.

Obviously, I am strongly opposed to this proposal and am requesting your support in overturning this NPRM.

Best regards,

  
John M. Pultan  
cc: FAA Docket Number 17005

Sirs:

October 18, 2005

Re: Docket Number FAA-2004-17005

I am a General Aviation with a Commercial Rating and Instrument rated.. I have had these ratings since the late 1960"s.

I have owned a Cessna Skylane. for the last 24 years. Most of my 2300 hours have been flown in the Southern California area.

I have seen the restrictions added to the airspace over the years as traffic increased.. Now General Aviation traffic has Decreased over the last ten years we face another No-Fly Zone (ADIZ) being added th our area..

I think that more restrictions would do nothing to stop the so called terrorist, but it would eliminate all the VFR traffic in the Los Angeles Basin.. This would start the closing of all the small airports and put many of the FBOs, Flight Schools and sales.. This would be the first step in shutting down a great industry.

From what I can determine from reports from D.C. it will impose extreme burden on the pilots, aircraft traffic controllers and business.

Thank you for your consideration in this matter..

A handwritten signature in black ink, appearing to read "Hal Raish". The signature is fluid and cursive, with a large initial "H" and a stylized "R".

Hal Raish  
FAA Pilot Licence #1715061  
1060 Tropicana Way  
La Habra CA 90631  
714-381-3491

15 Stearman Ct.  
Troy, MO 63379  
October 18, 2005

Docket FAA-2004-17005 - Docket Management Facility  
U.S. Department of Transportation  
400 Seventh Street, SW  
Nassif Building, Room PL-401  
Washington, DC 20590-0001.

Sir;

In reference to Docket Number FAA-2004-17005

I am a 500 plus hour private pilot since 1964. I fly about 50 hours a year. I own a Cessna 172 and frequently fly cross-country for business and pleasure. When a prohibited or restricted air space is implemented, it really complicates my ability to fly. I am against an ADIZ Zone surrounding Washington, DC.

Light aircraft are not a security threat. Too many requirements will severely burden general aviation. Think of the monetary impact on taxpayers and pilots such as myself.

Security for Washington, DC, already exists with the 15-mile Flight Restricted Zone. An ADIZ Zone would not have protected us from the terrorist attack of 9/11 and the likelihood of it protecting against any future attack is practically nil.

Respectfully,

A handwritten signature in black ink, appearing to read "Dean Ruby". The signature is fluid and cursive, with the first name "Dean" and last name "Ruby" clearly distinguishable.

7333 Woodland Dr.  
Hamburg, NY 14075  
October 21, 2005

Docket FAA – 2004 – 17005  
Docket Management Facility  
U.S. Department of Transportation  
400 Seventh St., SW  
Nassif Building, Room PL-401  
Washington, D.C. 20590-0001

Dear Sirs,

I am writing in regard to my strong opposition to make the Washington ADIZ permanent. The airspace around the Washington D.C. needs to be restored to the post 9/11 format.

I am a private pilot living in the Buffalo, NY area. Our son lives in Arlington, VA. Our family is split by geography but our freedom to fly and opportunity to be involved in general aviation allows us to visit our son and return the same day.


In our experience the ADIZ as it stands serves no purpose but to cause inconvenience, time, and money to us, the controllers, and taxpayers.

I understand that immediately following 9/11 we were all on guard, but soon realized that G.A. pilots and light aircraft are not, and have never been a threat to national security. Our taxpayer money would be better spent on intelligence to seek out terrorist activity and substances that would have an effect on public safety, not law abiding pilots who pride themselves on respect for our freedom and our privilege to fly. The ADIZ has already had an irreparable effect on G.A. in the Washington area and those who visit.

Please do not make it permanent. Our country is the best in the world due to the freedoms we enjoy. Let's keep it that way and remove the ADIZ. It is a false sense of security that serves no practical purpose.

Thank you for attending to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Rosiek". The signature is fluid and cursive, with the first name "Paul" being more prominent than the last name "Rosiek".

Paul Rosiek  
AOPA #01310461



# *Para-Flying, Inc.*

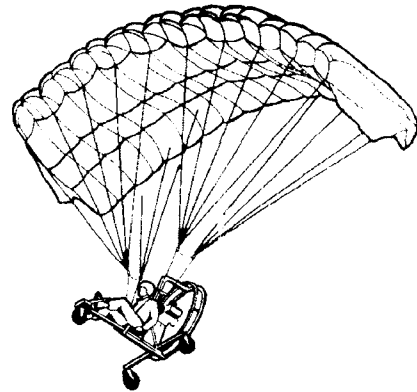
**250 W. Lancaster Ave. Suite 275**

**Paoli, PA 19301**

**(610)644-3200 FAX (610)644-9703**

**Internet address = *paraflly@erols.com***

**A Leading Powered Parachute Dealer**



October 12, 2005

Docket FAA-2004-17005

Docket Management Facility

U.S. Department of Transportation

400 Seventh Street SW

Nassif Building, Room PL-401

Washington, DC 20590-0001

To Whom It May Concern:

I am a commercial pilot logging approximately 100 hours annually. My privately owned aircraft is used for both personal and business transportation.

I am writing regarding the proposal to make the Washington, DC area ADIZ permanent. It is my opinion that this proposal should not be made permanent as it imposes significant hardships on pilots and air traffic controllers resulting in only minimal security benefits. On a personal level, I believe that this type of restriction will drastically impede my ability to reach my clients residing in Virginia.

I would agree that the existing requirements for the 15-mile FRZ remain in effect but lighter aircraft should not be subject to the current ADIZ requirements (filing a flight plan, obtaining a transponder code and maintaining two-way communication with air traffic control).

The proposal is flawed because the evaluation of the economic and operational repercussions on pilots and businesses as well as the analysis of alternatives are insufficient.

Thank you for your consideration.

Sincerely,

S. Barry Shellington  
President

SBS/sfd

David S. Twining  
30486 Peterson Rd.  
Corvallis, OR 97333  
October 22, 2005

Federal Aviation Administration  
Docket FAA-2004-17005  
Docket Management Facility, U.S. Department of Transportation  
400 Seventh Street, SW  
Nassif Building, Room PL-401  
Washington, DC 20590-0001

Dear Sirs:

I believe that your proposal to make the present temporary ADIZ for the Washington DC area permanent is unfortunate. While it would have little immediate effect on my personal flying, I see it as a model to restrict general aviation access to major cities across the country, a number of which (such as Chicago) have already attempted to shut down this important transportation segment.

I am an aircraft owner, private pilot, instrument rated, with a little more than 1000 hours total time. I fly about 200 hours annually, often making trips I would not otherwise have the time to take by auto or without sufficient lead time to arrange by commercial air.

While I agree with the necessity for increased Homeland security, I consider the Washington DC "model" unnecessarily complex and onerous, ineffective and targeted on the wrong threat.

- 1) **The wrong threat is addressed.** Almost all large-scale terrorist attacks have used cars or trucks. The use of large commercial airliners was confined to a single day. In parts of the world where even rudimentary aircraft security measures are absent, small aircraft have never been used for this purpose. It is simply much easier and more reliable to use cars, trucks or backpacks. In the single case where an attempt was made to use a small aircraft as a weapon (by a deranged student pilot in Tampa) little damage was caused and only the pilot was killed. An SUV can carry far more explosives than a Cessna and can be more reliably placed on target. To keep DCA open to large commercial jets while effectively denying small aircraft access to 300 square miles of Virginia and Maryland is illogical. If it were proposed to ban private autos and trucks from the Federal Area, the public would be outraged; yet it would make more sense.
- 2) **The proposed remedy targets only the innocent.** The complex ADIZ procedures and the requirement to file flight plans for any flight in the region whatsoever has put a choke hold on general aviation and the portions of the local economy it supports. The excessive time delays due to the necessity to file only by direct contact with an already overloaded FSS further exacerbate the situation.

Denton A. Wood  
2206 Butler Drive  
Friendswood, TX 77546

October 19, 2005

Docket FAA-2004-17005  
Docket Management Facility  
U.S. Department of Transportation  
400 Seventh Street, SW  
Nassif Building, Room PL-401  
Washington, DC 20590-0001

Re: ***NPRM Docket Number FAA-2004-17005-1***

Sirs:

I wish to express my opposition to the proposed rule contained within Docket Number FAA-2004-17005-1. The rule seeks "to codify current flight restrictions for certain aircraft operations in the Washington, DC Metropolitan Area."

I am a private pilot with an instrument rating. I am also a mechanic with airframe and powerplant ratings. I, along with my wife, own and operate two light GA aircraft—a Mooney M20C and a Piper SuperCub.

I oppose the proposed rule for the following reasons:

1. The rule fails to deter those who would seek use an aircraft for terrorist activity. The prospect of either administrative or criminal sanctions is not likely to be effective against willing martyrs; therefore, the rule fails to achieve its regulatory goal.
2. The rule is redundant. Presumably "direct deadly force" is presently capable of protecting specific areas within the FRZ from terrorist attack. If not, then the proposed rule fails to adequately identify the "enhancement" to security that the rule would provide.
3. The rule imposes real and immediate economic and regulatory burdens on pilots, airports, and taxpayers, while providing questionably "enhanced" security against those speculative terrorists who would seek to use light GA aircraft to attack our nation's capitol. To put it another way, the rule seeks to balance theoretical benefits against actual costs.
4. The rule fails to adequately consider less burdensome, costly, and restrictive means of obtaining an acceptable level of security. Most of the "non-quantifiable" benefits cited

under the rule (*e.g.*, two-way communications, transponders, altitude reporting, pilot's intentions) could be obtained with an expanded Class B airspace at much less cost.

5. The rule cites the enormous costs of the September 11, 2001 terrorist attacks as a basis, at least in part, for establishing a SFRA for GA aircraft. It is disingenuous to implicitly assume the enormous destructive potential (and therefore cost) of an attack by a transport-category aircraft as a basis for regulating the typical light GA aircraft. The rule's premise is contrary to the findings of the General Accountability Office (*see* GAO Report GAO-05-144, "GENERAL AVIATION SECURITY"). "[I]ndustry and TSA officials stated that the small size, lack of fuel capacity, and minimal destructive power of most general aviation aircraft make them unattractive to terrorists and, thereby, reduce the possibility of threat associated with their misuse." The rule fails to draw reasonable distinctions between categories of aircraft based upon destructive potential (*e.g.*, payload, gross weight, fuel capacity, airspeed).

6. The rule makes an appeal to authority that is inconsistent with the rulemaking notice-and-comment process. Without knowing what the "requirements of those security agencies responsible for the safety of the Washington DC Metropolitan area" are, it is impossible to comment on the FAA's reasons for rejecting Alternative 4 to the proposed rule.

7. The rule implicitly assumes that the terrorists will never be defeated, that the war on terror will continue for the foreseeable future, and that GA will always be a threat to our nation's capitol. Costs, burdens, and inconveniences previously assumed to be transitory will be permanently imposed regardless of national threat levels.

8. The rule provides no mechanism for assessing the rule's effectiveness, or lack thereof. What would prompt the rescinding of this burdensome and costly rule? How does one define an adequate level of security, and when would we know that it has been achieved?

9. The rule is the beginning of a descent down a very slippery slope. If the proposed rule is adopted then over 3,000 square miles of airspace surrounding our nation's capitol will be highly regulated on the basis that "important stuff happens there," and therefore security must be enhanced. Other cities will likewise appeal for highly regulated airspace on the pretext that important stuff happens in *their* city as well, and that the citizens of *their* city are similarly entitled to enhanced security. GA will quickly lose its utility. Pilots will lose the ability to fly freely. Our nation will lose a part of its unique character.

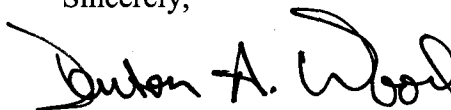
10. The rule serves as an appeasement to terrorists. If, as the President has asserted, terrorists "hate our freedoms," then this rule (as noted above) primarily serves to make them less hateful.

I urge the FAA to re-examine an expanded Class B airspace surrounding the FRZ. All pilots and controllers are familiar with operations in Class B; therefore, there would be no steep learning curve. It costs pilots, airports and taxpayers little or nothing in additional costs. Such regulation (1) satisfies the need to positively identify each aircraft entering the airspace; (2) establishes two-way communications between a controller and each entering aircraft; (3) assigns a discrete transponder code to each entering aircraft; and (4) allows operational flexibility to the controller based upon controller experience, aircraft type, aircraft destination and national threat level.

“Direct deadly force” remains, of course, an unappealing alternative for those aircraft entering the FRZ.

Thank you for your kind consideration of these comments.

Sincerely,

A handwritten signature in black ink, reading "Denton A. Wood". The signature is fluid and cursive, with a large, stylized 'D' and 'W'.

Denton A. Wood

TO: FAA

21 Oct. 2005

Ref. Docket Number FAA-2004-17005

I am a Pilot licensed in 1953. I have a commercial, multi-engine, instrument certificate. My military service and pilot training started in 1954. I flew jet fighters, night intercept and tactical missions. Multi- engine prop and turbo prop. World wide cargo and tactical missions were flown. Most of My military flying was in the Delaware Air National Guard. During this time, I was employed At the Boeing Plant near Philadelphia, Retiring in 1995 after which I Built an experimental aircraft and am flying an average of 120 hrs a year. I have 7,200 hrs military and 600 hrs GA. Flying in the Philadelphia area and near the Washington DC ADIZ imposes major burdens on pilots and controllers, to reach many airports, I must circumnavigate the ADIZ. Avoiding frustration and numerous delays yet flying longer and farther. Recent violations by GA light aircraft have demonstrated minimal benefits. The ADIZ must not be made permanent, due to the adverse effects on aviation business and GA pilots.

  
Frank Wooten

# 1273131